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Cuba

and

THE CUBA RAILROAD

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MORRO CASTLE, SANTIAGO.

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Hotel Camagüey

Camagüey, Cuba

THIS unique hotel, owned and operated by The Cuba Railroad Company, has been open since January, 1905. While strictly Spanish in architecture and style, it is provided with the best of modern conveniences, including many large and well-appointed bathrooms.

The bedrooms are unusually large and airy and all upper rooms have separate balconies.

The great corridors are striking features and the inner garden, or *patio*, is quite unequaled by that of any hotel in the world. The hotel and its *patios* cover about three and one-half acres of ground, and there is no hotel in Cuba and few, if any, elsewhere to be compared with it in the spaciousness of its parts.

Its handsome furnishings are carefully adapted to the climate; its drainage, plumbing and all sanitary arrangements are perfect, and an artesian well provides pure drinking water.

There is no vulgar ornamentation to offend the eye; large simplicity, light, good air and cleanliness have been the first consideration.

The management aims at quality rather than variety in the meals served, believing that the public will be better pleased with a small number of really good dishes handsomely served than with a great variety of indifferently cooked food.

This hotel will be appreciated by those who prefer linen sheets to cotton, who would rather have something really good to eat than an elaborate bill of fare and who like quiet and comfort and cleanliness. All such will find a stay of a few days or even weeks at the Camagüey most enjoyable.

Patrons are requested to instruct sleeping car or train conductors to have their baggage delivered at the hotel without further trouble to them.

FOR FURTHER INFORMATION ADDRESS

The Manager

Hotel Camagüey, Camagüey, Cuba

THE CUBA RAILROAD



A CORNER IN THE PATIO



THE CUBA RAILROAD
General
CAMAGUEY
D.A. Caldo

2. 1. 1910

THE
CUBA
RAILROAD

ANNOTATED
TIMES
1910

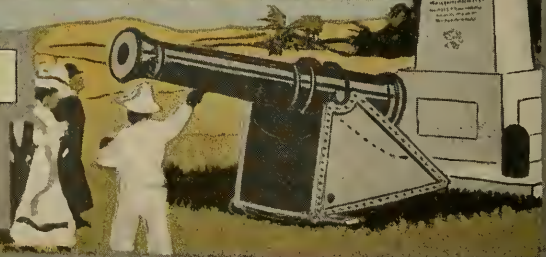


ANNOTATED AND ILLUSTRATED
TIME TABLE
1910 - 1911



HOTEL CAMAGUEY

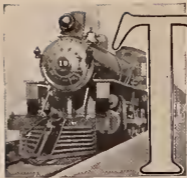
ROAD COMPANY
Offices
CUBA
Manager



THE CUBA RAILROAD

Miles from Havana	Eastbound Trains		STATIONS—DESCRIPTIVE NOTES	Westbound Trains		Miles from Santiago
	Lv. PM	Lv. AM		Lv. PM	Lv. AM	
256	..	..	Trilladeras Are important shipping points	..	..	284
264	7.25	9.25	Majagua for cattle, cedar, mahogany and	7.25	9.25	276
269	7.40	9.35	Guayacanes other woods. This, also, is a	7.00	9.15	271
273	7.50	9.45	Caguasal good cane country.	6.44	9.05	267
<p>The hardwoods of Cuba, of which there are many kinds, are very valuable. Some of them are the best cabinet woods known. Very beautiful furniture is made of <i>Majagua</i>, an exquisite greenish wood which takes a high polish. <i>Acana</i>, now used largely for railroad ties and bridge timbers, is a magnificent carving wood. Many enterprising American settlers in Eastern Cuba have built themselves homes of hardwoods which, elsewhere, would cost fortunes; their furniture is solid mahogany, sometimes polished to beautiful brilliancy. The forests of Cuba are a source of great wealth.</p>						
280	8.05	10.00	Ciego de Avila —(Population 5,000.) It is at this point that the famous military road (<i>trocha</i>), built by the Spanish as a barrier against Cuban insurgents in revolutionary times, is crossed; it extends from San Fernando on the north coast to Jucaro, on the south. Little forts were built at intervals of one kilometer all the way across, many of which still stand, battered, covered with moss and draped with vines. Seven miles north of Ciego are the citrus fruit groves of Ceballos.	6.30	8.55	260
<p>Ciego is a thriving town, situated in a good sugar-cane and cattle country, and there are valuable forests near by. Two sawmills have been established here. They are turning out chiefly mahogany boards and cedar cigar boxes.</p>						
286	..	..	Santa Rita Thick forests and pleasant	..	..	254
290	..	..	Colorado pastures, with here and there	..	..	250
295	8.35	10.35	Gaspar a sawmill at work, are passed	5.55	8.20	245
301	..	..	Corojo in succession. Shortly after	..	..	239
308	9.00	11.05	Salvador leaving Guarina the traveler	5.20	7.55	232
316	9.15	11.25	Cespedes describes the tall towers of the	5.00	7.40	224
321	9.25	11.38	Florida churches of the city of Cama-	4.44	7.30	219
332	9.50	12.03	Algarrobo güey.	4.15	7.00	208
337	..	PM	Guarina	..	..	203
343	10.15	1.00	Camagüey —(Population 35,000.) Founded in 1515 by order of the Adelantado don Diego Velazquez, first governor of Cuba. Its original site was on Newater Bay, from where it was removed very early in an endeavor to escape the visitations of buccaneers. Despite this flight into the interior, it was sacked by Henry Morgan in 1668. Recovering, it became in time "the always faithful, very noble and very loyal city of Santa Maria de Puerto Principe." In 1902 the aboriginal name, "Camagüey," was officially restored.	3.45	6.30	197
	PM Arrive				AM Leave	

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area of the island, although they
the population. In natural resour
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give some idea of the possibilities
The Cuba Railroad.

In days of Spain, nobody dis
railway line which should place Sa
and Eastern Santa Clara in close c
of the island's government and ce
—which is Havana. But to build s
then, as impossible. The energy
possible and built the road in dou
the North. Sir William Van Ho
which gave to Cuba the connection,
of economics and politics, betwe
eastern and middle provinces and t

The Cuba Railroad is of stand
construction and equipment to th
lines. All of its important bridge
and the track generally is rock b
prises at present, including branch

The Cuba Railroad maintains a
service between Havana and Santia
trains carry first-class sleeping cars a
which enable the traveler to obtain
country traversed. The scenery e
where in the island. Magnificent t



THE CUBA RAILROAD

Miles from Ha- vana	Eastbound Trains	STATIONS—DESCRIPTIVE NOTES	Westbound Trains	Miles from San- tiago
		<p>The city lies on a plain about midway between coasts, 550 feet above sea level. Its climate, in winter especially, is ideal.</p> <p>Here The Cuba Railroad Company operates the unique Hotel Camagüey. The building was constructed more than half a century ago for cavalry and infantry barracks, and was long so used. It occupies with its patios nearly 5 acres. The great corridors are striking features, and the inner gardens (<i>patios</i>), bright with foliage plants and tropical flowers, are beautiful indeed. The drainage, plumbing and all sanitary arrangements throughout the hotel are perfect. Pure water is provided from an artesian well.</p> <p>The city of Camagüey looks its antiquity. It is full of quaint and picturesque nooks and corners. The projecting window grills, the heavy cornices, and overhanging, fluted tile roofs, the crumbling masonry and the venerable aspect of streets and houses make a succession of attractive pictures, which lure the visitor to extended explorations.</p> <p>Among the attractions of Camagüey are its time-worn churches; the most interesting are La Merced and La Soledad. The former was built about the year 1628, by missionaries of Our Lady of Mercy. Its high altar is of silver; it was fashioned from 40,000 Spanish dollars. The latter was a hermitage in 1697. The present building was begun in 1758. The frescoes, which make the interior unique, date from about 1852.</p> <p>Foreigners are invariably pleased to remain in Camagüey. Its modern conveniences, electric street cars, clean streets and parks, and especially the accommodations to be had at Hotel Camagüey, together with its fine climate, make it a comfortable place of residence, while its odd byways, peculiar old buildings and Moorish flavor afford much of interest.</p> <p>The Cuba Railroad Company has its headquarters at Camagüey, where it has recently built the handsomest railway station in Cuba.</p> <p>There are, in the town and in its vicinity, many English-speaking people engaged in business.</p> <p>All around Camagüey is famous grazing country. The cattle industry is the principal source of wealth. There are also valuable timber lands and honey and wax are exported.</p>		

THE CUBA RAILROAD

Miles from Havana	Eastbound Trains	STATIONS—DESCRIPTIVE NOTES	Westbound Trains	Miles from Santiago
	Leave		Leave	
	PM		PM	
358	1.33	Ignacio The region east of Camagüey	2.40	182
367	....	Miraflores is being settled rapidly. At	....	173
373	2.03	Hatuey Ignacio and between Ignacio and	2.03	167
380	2.23	Marti Miraflores are American colonies.	1.44	160
390	2.43	Palo Seco At Bartle is a Canadian settle-	1.24	150
397	....	Galbis ment of citrus fruit growers.	....	143
403	3.13	Bartle There is a good hotel here. Marti	12.54	137
		is the junction of the present main line and the extensions which The Cuba Railroad Company has recently completed to Bayamo, San Luis and Manzanillo.		
		At Palo Seco, just south of the railroad, occurred one of the most famous battles fought between the Cubans and Spaniards during the Ten Years' War (1868-78). It was a victory for the Cubans, led by General Maximo Gomez.		
418	3.43	Las Tunas —(Population 2,500.) Within a radius of fifteen miles, Americans and Canadians have set out a thousand acres of citrus fruit trees (largely grapefruit). Shipments already made have proven the fruit to be of fine quality. Here, as generally throughout Eastern Cuba, fertilizers are not used until the trees come into bearing, and seldom then, so rich is the virgin soil.	12.24	122
		Las Tunas was the scene of a remarkable victory, won over the Spanish, in 1896. The town, though defended by 600 Spanish regulars and two Krupp 12-pounders, was taken, after two days' hard fighting, by 600 Cubans under General Calixto Garcia. The whole garrison was captured. Among the officers in charge of the Cuban artillery was Frederick Funston, now a general in the United States Army.		
		At the end of the war not a house remained, but from the wreckage new homes and new places of business have arisen in the past nine years.		
424	3.56	Calixto Are shipping points for timber from	PM 12.12	116
434	4.21	Omaja the forests, which for mile upon mile	11.55	106
442	4.41	Mir extend on both sides of the rail-	11.40	98
452	5.01	Maceo way.	11.17	88
		At Omaja is an energetic colony with a population of 300, Americans for the most part. Citrus fruits are largely planted. Corn is grown profitably. Among the colonists is a group of Finns who understand cabinet-making; from mahogany cut in the vicinity they fashion handsome furniture.		
463	5.26	Cacocum From Cacocum, a branch line	10.55	77
472	5.52	Estrada leads to Holguin, an important	10.36	68
478	....	San German town eleven miles to the north.	....	62
484	6.20	Mambi (See p. 23.) About Cacocum, are considerable plantings of citrus fruits.	10.13	56
491	7.05	Alto Cedro —A stop of twenty-five minutes is here made for meals, which are served at a	9.55	49

Miles
from
San-
tiago



THE CUBA RAILROAD

Miles from Havana	Eastbound Trains	STATIONS—DESCRIPTIVE NOTES	Westbound Trains	Miles from Santiago
	Leave PM	well-kept restaurant within the station building. At Alto Cedro connections are made for Antilla, on Nipe Bay, the northern terminus of The Cuba Railroad. (See p. 16.)	Leave AM	
501	7.30	Paso Estancia At Alto Cedro the main line	9.07	39
503	7.39	Bayate of The Cuba Railroad turns	9.00	37
509	7.54	Palmarito south, with general easterly	8.45	31
512	8.05	San Nicolas trend, to Santiago de Cuba.	8.35	28
515	8.13	Auza The scenery from this point on is diversified, and the remarkable richness of the soil is apparent to the most casual glance. The Cauto, the largest river in Cuba, is visible at several points here and there from the car window. At Bayate, a prosperous Swedish colony, citrus fruit and sugar-cane are largely grown. Palmarito is a growing American settlement. At Paso Estancia is a Canadian colony which, in addition to growing citrus fruits, has experimented with success in tobacco culture. At Auza is one of the oldest sugar-mills in Cuba.	8.26	25
520	8.30	San Luis —(Population 4,000.) Connections are made here for Palma Soriano. <i>Ingenio "Union,"</i> a sugar factory, is close by.	8.10	20
524	8.40	Dos Caminos The scenery hereabouts is	8.00	16
529	8.50	Moron very beautiful. Cristo has	7.50	11
530	8.58	Cristo been called the "Garden of Santiago," and it deserves the name. Between the village and the city are situated many summer homes of wealthy families—chalets embowered amid foliage and flowers. From Cristo the railway drops down through a narrow pass in the Sierra Maestra range to Santiago. The train follows the winding pass, circling high hills or bordering deep ravines, passing Dos Bocas, San Vicente, Boniato and Cuabitas. Many of the residents of Santiago have their homes at these places.	7.45	10
540	9.30 PM Arrive	Santiago de Cuba —(Population 50,000.) Founded by Diego Velazquez in 1514, and incorporated in 1522, Santiago is probably the oldest city of size in the western hemisphere. Here were fitted out most of the expeditions which explored the continents of North and South America. It was from Santiago de Cuba that Cortes sailed, on the 18th day of November, 1518, to accomplish the conquest of the Aztec empire. And it was from Santiago de Cuba that Cervera, 380 years later, went forth with his fleet to destruction on that fateful 3d of July, which marked the end of Spanish domination in the New World.	7.15 AM Leave	0

THE CUBA RAILROAD

Miles from Havana	Eastbound Train	STATIONS—DESCRIPTIVE NOTES	Westbound Train	Miles from Santiago
		<p>In the war between the United States and Spain all the serious engagements occurred in the immediate vicinity of Santiago. The war began and ended here.</p> <p>The battle fields can all be reached by carriages over good roads from Santiago.</p> <p>From the city an electric car brings the sight-seer within walking distance of the Peace Tree and of San Juan Hill. To the left are the grounds of the Raja Yoga Institution.</p> <p>A little off the same car line (Vista Alegre), on the right as one returns, is the handsomest public school building in Cuba. It was built during the Occupation, in response to the initiative interest, and a large donation, proffered by Mr. Higginson, of Boston, to his friend, General Leonard Wood.</p> <p>On the face of a long, blank wall which the visitor passes in approaching the school building is a memorial tablet. Before this wall, in Spanish times, political offenders and suspects were lined up and shot.</p> <p>There are many interesting drives about Santiago de Cuba. The most beautiful is that to Boniato Summit. The road is known officially as the Santiago-San Luis <i>calzada</i>, and is a splendid engineering work. It was constructed under General Leonard Wood's administration. From Santiago it leads to the villages of Cuabitas and San Vicente, thence it winds up the face of a mountain and crosses the Sierra Maestra range to Dos Caminos and San Luis. From the brow of the first mountain at an elevation of 1,526 feet a magnificent view of the city and bay of Santiago is obtained—a matchless panorama, with the deep blue Caribbean Sea in the far background.</p> <p>The most interesting drive, from the historic point of view, is to Morro Castle, built in 1664. The way lies through a rather wild region; every bend in the highway develops some new picturesque vista. A pass must be obtained before visitors are admitted to the fortifications. The castle is a dilapidated ruin. Stripped of cannon, its walls are crumbling away. Its dungeons leak daylight through unhinged doors. From the battlements one looks down upon the narrow, winding entrance to the harbor; the city is six miles distant. The member of the idle garrison who may be commissioned to act as guide will point out the precise spot where Hobson sank the Merrimac. He will point out Siboney and Daiquiri, where American troops landed, and where the "Colon" and "Vizcaya" and the others of Cervera's ships were destroyed.</p>		

Miles
from
Santiago

39
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THE CUBA RAILROAD

Miles from Havana	North-bound Train	STATIONS—DESCRIPTIVE NOTES	South-bound Train	Miles from Santiago
		<p>Even when he has exhausted the points of particular interest in Santiago, visited the wall against which victims of the Virginius expedition were slaughtered, and their tomb in the cemetery, not far distant; seen the graves of Céspedes, Marti and Estrada Palma; attended high mass in the somber cathedral; visited the museum and the library and the market and the theater where Patti made her debut, under Göttshalk; located the site of Velazquez' home; seen Cortes' house, and listened to a band concert in Céspedes Park, the visitor will still find the city most fascinating. Its everyday life is a spectacular performance worth witnessing.</p> <p>Santiago de Cuba is today, from point of view of population and commercial activity, the second city in the Republic. Its principal articles of export are sugar, cocoa, rum, coffee, tobacco and cigars, honey and wax, native woods, copper and iron ores.</p>		
	Leave PM	ANTILLA (NIPE) BRANCH	Arrive AM	
491	7.10	Alto Cedro —From Alto Cedro, on the main line, The Cuba Railroad branches northward to Nipe Bay.	9.30	49
501	7.45	Cueto From the junction with the main	9.00	59
510	8.15	Herrera line to Dumois (where the Banes	8.27	68
517	8.50	Dumois narrow-gauge railway is crossed), the road runs through a dense tropical forest with here and there an outlet, such as Cueto and Herrera. The lands on the Nipe branch are of the greatest fertility.	8.02	75
522	9.10 PM Arrive	Antilla —A port on Nipe Bay, and the northern terminus of The Cuba Railroad, where extensive dockage facilities have been provided by the company.	7.50 AM Leave	80
		<p>The Cuba Company has laid out at Antilla a town destined to become a great city, and it has already become the fourth seaport of Cuba in its exports and imports. The pioneers of the city of Antilla are already a busy community. A first-class hotel, one of the finest in Cuba, has recently been completed.</p> <p>The wooded knoll above the town, where wild flowers now grow in profusion, will, at no distant date, be a city park. From that eminence the view to be had of the town and the bay affords ample reward for the climb. The bay lies enclosed by green shores, some rising immediately into picturesque hills. In the distance are seen the blue masses of the Mayari Mountains.</p> <p>The Royal Mail Steam Packet Company has recently established a first-class weekly steamship service between Antilla and New</p>		

THE CUBA RAILROAD

Miles from Havana	North- bound Train	STATIONS—DESCRIPTIVE NOTES	South- bound Train	Miles from Santiago
		<p>York, touching Bermuda on alternate weeks. This new service affords the most convenient route from New York to Eastern and Central Cuba and an alternative route to Havana, enabling passengers to see nearly all of Cuba on the way.</p> <p>The Munson Steamship Line maintains a service between New York and Antilla. Regular service between Antilla and other American ports will be established in the near future.</p> <p>There are at Antilla large warehouses for the storage of sugar awaiting shipment.</p> <p>There are also great molasses tanks with a capacity of 1,500,000 gallons.</p> <p>Around Nipe Bay, which is a land-locked expanse of water having an area of 150 square miles, is going on the most tremendous development in all Cuba. At Antilla The Cuba Company is building up a great port. At Saetia, the Dumois Nipe Company is conducting the biggest fruit plantation in the island; its products go to market in chartered fleets. At Preston, opposite, the United Fruit Company is operating one of the largest sugar-mills in Cuba and at Banes, a few miles away, the same company has another big sugar-mill. At Felton the Spanish-American Iron Company has built extensive works for the shipment of iron ore from the enormous deposits in the vicinity, which are estimated to contain more than three thousand million tons.</p> <p>In Havana, Camagüey and Santiago the visitor sees the Cuba both of yesterday and of today, but at Nipe Bay he glimpses the Cuba of tomorrow, embodied in gigantic enterprises.</p>		



Old Fort—Jiguani—Cuba Railroad

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THE CUBA RAILROAD

Miles from Havana	South-bound Train	STATIONS—DESCRIPTIVE NOTES	North-bound Train	Miles from Santiago
	Leave AM		Arrive PM	
SANCTI SPIRITUS BRANCH				
237	8.10	Zaza del Medio —From <i>Zaza del Medio</i> a branch of The Cuba Railroad runs to Sancti Spiritus, through a very rich country, well watered, rolling, providing large pastures, cultivated in immense canefields and tobacco <i>vegas</i> , offering many pleasant vistas to the view.	8.10	303
240	8.25	Tuinucu —Shortly after leaving <i>Zaza del Medio</i> the train stops at the pretty little station of <i>Tuinucu</i> , set in a flower garden. At a short distance is the extensive sugar factory of the same name.	7.55	306
244	8.50 AM Arrive	Sancti Spiritus —A few moments later the traveler arrives at the interesting city of Sancti Spiritus (population 18,000), which was founded in 1514, by order of Diego Velazquez, conqueror and first governor of Cuba; actual settlement commenced in 1516. By 1667, it was rich enough to tempt pirates, who invaded it "to the detriment," the historian Pezuela remarks, "of the persons and properties of its people." In 1719 it was sacked once more by French and English corsairs from the Bahamas.	*7.40 PM Leave	310
<p style="text-align: center;">No visitor to Sancti Spiritus should miss the experience of an automobile ride through this remarkable town. An automobile may be had there at rates varying from \$1.50 to \$2.50 per hour, according to the number of passengers. The drive all recommend leads to the waterworks, on the banks of the <i>Yayabo</i> River. On the bank above the pumping station is the ruin of the private home of the concessionaires. The front is pitted with bullet holes and larger indentations made by shells, reminders of sharp engagements here between Cubans and Spaniards during the War of Liberation. Only one file of the great laurel trees which shaded it remains. From the hill on which the reservoir is situated a beautiful view of the city is to be had.</p> <p style="text-align: center;">The parish church building in Sancti Spiritus dates from the 16th century.</p>				

*There are four trains running in each direction on this branch daily. The time given covers trains which connect with the Havana-Santiago through train. For other trains connecting with the westbound through train and the day train between Havana and Camagüey see the general time-table, page 29.

THE CUBA RAILROAD

Miles from Havana	North-bound Trains	STATIONS—DESCRIPTIVE NOTES	South-bound Trains	Miles from Santiago
	Leave PM		Arrive AM	
HOLGUIN BRANCH				
463	*5.30	Cacocum —It is at Cacocum that the branch line to Holguin (11 miles) connects with the Havana-Santiago line.	*10.45	77
474	6.15 PM Arrive	Holguin —(Population 9,000.) The town occupies a high and dry position, but the neighborhood is fertile, and many American and Canadian growers of citrus fruits have located here. Near Holguin is the only gold mine of importance in the Island. Accessible to the tourist by means of a plantation railroad is Chaparra, the largest sugar-mill in the world. Holguin has taken prominent part in the wars for independence; and a number of most distinguished Cuban officers are, or were, <i>holguineros</i> . General Calixto Garcia was one of them. A general view of the town and its environs may be obtained from the city hall terrace, to which the municipal authorities are pleased to permit access.	10.00 AM Leave	88

*These trains connect with the Havana-Santiago through train. For the time of other passenger trains on this branch see general time-table, page 29.

Miles from Santiago	North-bound Trains	STATIONS—DESCRIPTIVE NOTES	South-bound Trains	Miles from Havana
	Leave AM		Arrive PM	
LA MAYA BRANCH				
0	8.00	Santiago de Cuba From Cristo a branch of	4.10	540
4	8.15	Cuabitas The Cuba Railroad extends	3.56	536
5	8.17	Boniato to La Maya, a distance of	3.51	535
7	8.22	San Vicente eleven miles, and there is a	3.44	533
8	8.25	Dos Bocas morning local train from	3.41	532
10	8.32	Cristo Santiago to La Maya and an evening train returning.	3.32	530
17	8.55	Songo Through the Sabanilla valley	3.06	534
20	9.05	Socorro with mountains rising on either	2.53	537
22	9.10	La Maya hand. The valley contains many large coffee, cacao and rubber plantations and the lands are very rich.	2.45	539
	AM Arrive	Near La Maya are the Ponupo manganese mines.	PM Leave	

files
from
Santiago

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THE CUBA RAILROAD

New Lines from Marti to Bayamo, San Luis and Manzanillo

The new lines of The Cuba Railroad from Marti to Bayamo, San Luis and Manzanillo are expected to be open for regular passenger traffic in the month of January, 1911. The agents of the company will then be able to give full information as to the proposed train service on these sections.

The following is a short description of the various places which will be served by these new lines:

Miles from Havana	STATIONS—DESCRIPTIVE NOTES	Miles from Santiago
MARTI-BAYAMO-SANTIAGO LINE		
380	Marti Junction with present main line.	161
384	Tana There are extensive sugar	157
389	Canario plantings about and between	152
393	Santa Lucia Tana and Canario. All of	148
398	Berrocal this district is well adapted to sugar and cattle and the forests abound in valuable hardwoods.	143
402	Jobabo —The Jobabo River is the boundary between the Provinces of Camagüey and Oriente. At Jobabo just east of this river a large sugar-mill is to be built immediately and extensive plantings of cane are being made to meet its requirements.	139
411	Virama All of this district is well	130
421	Gamboa adapted to sugar and cattle	120
430	Aguas Blancas and its almost continuous	111
433	Guamo forest affords valuable timber. The Cauto River, the largest in Cuba and navigable by steamboat for fifty miles from its mouth, is crossed by the railway. From here to Bayamo the lands are of the richest description and nearly all covered with tropical forests.	108
460	Bayamo —(Population 4,500.) Was founded by Diego Velasquez in 1514 and has a con- spicuous place in the annals of Cuba. It is beautifully situated in a bend of the Baya- mo River at the foot of Cuba's greatest mountain range, the Sierra Maestra—a magnificent array of violet peaks rising to the south and east. The district about Bayamo is, agriculturally, one of the richest in Cuba, and the adjacent mountains abound in manganese, copper and other minerals. Bayamo was the birthplace of Estrada Palma, the late President of Cuba, and of many of the leaders of the two insur- rections against Spain in 1868 and 1895 and it may be regarded as the heart of these insurrections, both of which originated near by. It was captured by the insurgents in 1868 and recaptured by the Spaniards the following year after it had been burned by its own inhabitants. One of the important battles of the second insurrection was fought at Peralejo, a few miles away, in which the Spanish Captain General of Cuba, Martinez Campos, narrowly escaped cap- ture by Antonio Maceo, the Cuban leader. One of the most interesting ruins to be seen	81

THE CUBA RAILROAD

Miles from Havana	STATIONS—DESCRIPTIVE NOTES	Miles from Santiago
	in Bayamo is the convent of San Francisco from the gardens of which an impressive view of the Sierra Maestras is obtained.	
471	Santa Rita All the way from Bayamo to	70
475	Jiguani Santiago the Sierra Maestras	66
483	Baire are in view, some of the peaks rising 7,000 feet or more above the sea, and the railway is in constant touch with their foot-hills. The scenery is beautiful everywhere. Jiguani is a war-scarred town of 1,500 people, and at Baire, the next station beyond, the Cuban flag was first raised in the insurrection of 1895.	58
489	Contramaestre —Near this station the important river of the same name is crossed by one of the largest steel bridges on the railway, which has many imposing structures of the kind. The scenery here is unusually picturesque, as it is all the way on to San Luis and Santiago.	52
508	Palma Soriano —(Population 2,500) on the upper Cauto River, is a prosperous town, the centre of an exceptionally beautiful, fertile and well-cultivated district. In all directions may be seen bananas, plantains, sugar-cane, maize, cacao and coffee, the latter being the chief product of this vicinity and growing far up on the foot-hills.	33
511	Hatillo At Hatillo is a quaint old sugar-	30
516	San Leandro mill picturesquely situated on a river of the same name.	25
521	San Luis	20
530	Cristo	10
540	Santiago de Cuba	0
BAYAMO-MANZANILLO BRANCH		
460	Bayamo (See notes on Marti-San Luis	81
468	Chino line.) This branch traverses a	91
476	Veguitas level district with rich soil. Cattle	99
480	Yara and timber are the chief products.	103
	It was at Yara in 1868 that Carlos Manuel de Cespedes and a few other patriots in the name of Cuba Libre declared war against Spain, a war lasting through ten years and renewed successfully in 1895.	
491	Manzanillo —(Population 17,000.) An important seaport on the Caribbean coast ranking eighth in Cuba as regards imports and ninth as regards exports. The Manzanillo sugar district has been famous for more than half a century. Sugar and timber are the chief exports. The city enjoys a large trade with the interior and its prominence will be largely increased by the recently completed railway, which connects it with the rest of the island.	114

CONDENSED TRAIN SCHEDULES

Passenger Trains

HAVANA-SANTIAGO EXPRESS—

Leaves Villanueva station (Havana) daily at 10.00 p. m.; arrives next day at Camagüey, 12.30 p. m., Santiago de Cuba 9.30 p. m. and at Antilla 9.10 p. m.

SANTIAGO-HAVANA EXPRESS—

Leaves Santiago de Cuba daily at 7.15 a. m.; leaves Antilla 7.50 a. m.; arrives Camagüey 3.15 p. m. same day, and at Villanueva station (Havana) 6.40 o'clock following morning

HAVANA-CAMAGÜEY TRAIN—

Leaves Villanueva station (Havana) daily at 8.15 a. m.; arrives Camagüey 10.15 p. m. same day.

CAMAGÜEY-HAVANA TRAIN--

Leaves Camagüey daily at 6.30 a. m.; arrives at Villanueva station (Havana) 8.22 p. m. same day.

SANTIAGO-LA MAYA LOCAL TRAINS—

Leave Santiago de Cuba daily at 8.00 a. m., arriving La Maya 9.10 a. m. Returning, leave La Maya at 2.45 p. m., arriving at Santiago de Cuba 4.10 p. m.

SANTIAGO-SAN LUIS LOCAL TRAINS—

Leave San Luis daily at 5.50 a. m., arriving Santiago de Cuba at 7.00 a. m. Returning, leave Santiago de Cuba at 5.00 p. m., arriving at San Luis 6.10 p. m.

PALMA SORIANO-SANTIAGO LOCALS—

Leave Palma Soriano daily at 10.40 a. m., arriving San Luis 11.15 a. m. and Santiago de Cuba 12.20 p. m.

Leave Santiago de Cuba daily at 2.00 p. m., arriving San Luis 3.15 p. m., and Palma Soriano 4.00 p. m.

Freight Service

The Cuba Railroad Company maintains a daily fast-freight service over all its lines. Similar service has recently been established between Havana and Santa Clara, so that prompt transportation of merchandise between Havana and Santiago de Cuba and branches of The Cuba Railroad is assured.

THE CUBA RAILROAD

PASSENGER RATES TO AND FROM PRINCIPAL POINTS

To	From				
	Havana	Santa Clara	Cama-güey	Antilla	San-tiago
Antilla.....	\$23.24	\$15.49	\$8.53	.....	\$ 4.20
Alto Cedro.....	21.88	14.13	7.17	\$ 1.82	2.84
Bartle.....	18.07	10.32	3.36	5.86	6.65
Bayamo.....	20.57	12.83	5.86	6.00	4.23
Baire.....	21.53	13.78	6.81	5.05	3.28
Cabaiguan.....	10.32	2.52	5.78	13.61	14.40
Ciego de Avila.....	12.63	4.88	3.47	11.30	12.09
Camagüey.....	15.41	7.66	.....	8.53	9.32
Cristo.....	23.59	15.85	8.88	3.77	.59
Dumois.....	23.02	15.27	8.31	.37	3.99
Entronque San Luis.....	23.16	15.41	8.45	3.33	1.17
Guayos.....	10.46	2.70	5.65	13.48	14.27
Holguin.....	21.12	13.37	6.41	3.80	4.50
Jatibonico.....	11.43	3.69	4.67	12.50	13.29
Jiguani.....	21.23	13.48	6.52	5.35	3.58
Las Tunas.....	18.67	10.92	3.96	5.26	6.05
La Maya.....	23.97	16.23	9.26	4.15	1.24
Manzanillo.....	22.07	14.32	7.36	7.49	5.73
Marti.....	17.04	9.29	2.19	6.90	7.69
Placetas del Sur.....	9.42	1.32	6.68	14.51	15.30
Palma Soriano.....	23.73	15.98	9.02	3.90	1.93
Santa Clara.....	.....	.....	7.66	15.49	16.28
San Luis.....	23.18	15.44	8.47	3.36	1.21
Santiago de Cuba.....	24.03	16.28	9.32	4.20	.....
Sancti Spiritus.....	11.11	3.36	5.65	13.48	14.27
Tuinucu.....	10.92	3.17	5.45	13.29	14.08
Zaza del Medio.....	10.78	3.03	5.32	13.15	13.94

Price of a third-class fare is one-half first class.

Children between five and twelve years of age, half fare.

First-class passengers holding full tickets are entitled to the free transportation of 50 kilos (110 lbs.) of baggage.

STOP-OVER PRIVILEGES

A stop-over privilege of 15 days is accorded to passengers holding first-class through tickets, Havana to Santiago de Cuba, or vice versa.

SLEEPING CAR RATES

	Berth	Section	Stateroom
Havana to Santa Clara.....	\$3.00	\$ 6.00	\$10.00
Havana to Camagüey.....	3.50	7.00	12.00
Havana to Santiago de Cuba.....	5.00	10.00	18.00

Accommodations in sleeping cars will be sold only to holders of first-class transportation.

THE CUBA RAILROAD

General Time Tables

Havana-Santa Clara-Camagüey-Santiago Trains

January 1, 1911

Read Down		STATIONS		Read Up		
Havana-Camagüey Train	Havana-Santiago Through Train			Santiago-Havana Through Train	Camagüey-Havana Train	
8.15 am	10.00 pm	Lv	Havana (Villanueva)..... (U. of H. R. R.)	Ar	6.40 am	8.22 pm
10.24 "	12.16 am	Ar	Matanzas..... " "	Lv	4.03 "	6.15 "
10.29 "	12.26 "	Lv	Jovellanos..... " "	Ar	3.58 "	6.10 "
11.37 "	1.48 "	Ar	Colon..... " "	Lv	2.42 "	5.02 "
11.47 am	1.58 "	Lv	Santo Domingo..... " "	Ar	2.32 "	4.52 "
12.26 pm	2.38 "	Ar	Santa Clara.....	Lv	1.49 "	4.14 "
12.29 "	2.40 "	Lv	Ochoa.....	Ar	1.47 am	4.12 "
2.19 "	4.30 "	Ar	Manajanabo.....	Lv	11.57 pm	2.22 "
2.34 pm	4.32 am	Lv	Falcon.....	Ar	11.55 pm	2.07 pm
3.32 pm	5.30 am	Ar	Placetas del Sur.....	Lv	11.00 pm	1.10 pm
3.50 "	5.50 "	Lv	Connection for Placetas.	Ar	10.50 "	12.55 "
4.10 "	6.10 "		Maximo.....		10.30 "	12.35 "
4.20 "	6.20 "	Ar	Calabazas.....	Lv	10.20 "	12.25 "
4.40 "	6.40 "	Lv	Piedra.....	Ar	10.00 "	12.05 pm
4.45 "	6.55 "		Cabaiguan.....		9.45 "	12.00 n'n
4.55 "	7.05 "		Guayos.....		9.34 "	11.50 am
5.10 "	7.18 "		Zaza del Medio (Meals).		9.19 "	11.35 "
6.30 "	7.35 "	Ar	Connection for Sancti Spiritus.	Lv	9.00 "	11.15 "
6.40 "	7.45 "	Lv	Siguaney.....	Ar	8.51 "	11.05 "
6.55 "	8.05 "		Taguasco.....		8.39 "	10.50 "
6.20 "	8.23 "		Jatibonico.....		8.23 "	10.25 "
6.45 "	8.43 "		Trilladeras.....		8.03 "	10.00 "
7.00 "	8.58 "		Majagua.....		7.50 "	9.45 "
7.25 "	9.25 "		Guayacanes.....		7.25 "	9.25 "
7.40 "	9.35 "		Caguasal.....		7.00 "	9.15 "
7.53 "	9.45 "	Ar	Ciego de Avila.....	Lv	6.44 "	9.05 "
8.00 "	10.00 "	Lv	Conn. Jucaro, Ceballos, Moron.	Ar	6.30 "	8.55 "
8.05 "	10.15 "		Vicente.....		6.15 "	8.50 "
8.15 "	10.35 "		Colorado.....			8.40 "
8.35 "	10.35 "		Gaspar.....		5.55 "	8.20 "
9.00 "	11.05 "		Corojo.....		5.20 "	7.55 "
9.15 "	11.25 "		Salvador.....		5.00 "	7.40 "
9.25 "	11.38 am		Cespedes.....		4.44 "	7.30 "
9.50 "	12.03 pm		Florida.....		4.45 "	7.00 "
10.15 pm	12.30 "	Ar	Algarrobo.....	Lv	3.45 "	6.30 am
Arrive	1.00 "	Lv	Camagüey (Meals).....	Ar	3.15 "	Leave
	1.33 "		Santayana.....		2.40 "	
	2.03 "		Ignacio.....		2.03 "	
	2.23 "		Miraflores.....		1.44 "	
	2.43 "		Hatuey.....		1.24 "	
	3.13 "		Marti.....		12.54 "	
	3.43 "		Palo Seco.....		12.24 "	
	3.56 "		Galbis.....		12.12 pm	
	4.21 "		Bartle.....		11.55 am	
	4.41 "		Dominguez.....		11.40 "	
	5.01 "		Las Tunas.....		11.17 "	
	5.26 "		Calixto.....		10.55 "	
	5.52 "		Omaja.....		10.36 "	
	6.20 "		Mir.....			
	6.40 "	Ar	Maceo.....	Lv		
	7.05 "	Lv	Cuecum.....	Ar		
	7.30 "		Connection for Holguin.			
	7.39 "		Estrada.....			
	7.54 "		San German.....			
	8.05 "		Mambi.....			
	8.13 "		Aito Cedro (Meals).....			
	8.30 "		Connection for Antilla.			
	8.40 "		Paso Estancia.....			
	8.50 "		Bayate.....			
	8.58 "		Miramarito.....			
	9.30 pm	Ar	San Nicolas.....	Lv		
			Auza.....			
			Entrouque San Luis.....			
			Dos Caminos.....			
			Moron.....			
			Cristo.....			
			Santiago.....			

THE CUBA RAILROAD

General Time Tables—Continued

Antilla (Nipe) Branch

Read Down		STATIONS	Read Up		
88	81		80	82	
7.10 pm	10.00 am	Lv Alto Cedro	Ar	9.30 am	6.30 pm
7.45 "	10.30 "	Cueto		9.00 "	6.00 "
8.15 "	11.00 "	Herrera		8.27 "	5.28 "
8.50 "	11.25 "	Dumois		8.02 "	5.02 "
9.10 pm	11.40 am	Ar Antilla	Lv	7.50 am	4.50 pm

Sancti Spiritus Branch

Read Down				STATIONS	Read Up				
68	66	64	62		61	68	65	67	
8.25 pm	6.00 pm	10.30 am	8.10 am	Lv Zaza del Medio	Ar	7.45 am	10.00 am	5.40 pm	8.10 pm
8.45 "	6.20 "	10.50 "	8.25 "	Tuinuco		7.30 "	9.35 "	5.20 "	7.55 "
8.05 pm	6.40 pm	11.15 am	8.50 am	Ar Sancti Spiritus	Lv	7.15 am	9.15 am	5.00 pm	7.40 pm

Holguin Branch

Read Down		STATIONS	Read Up		
78	71		70	72	
5.30 pm	11.00 am	Lv Caocum	Ar	10.45 am	5.20 pm
6.15 pm	11.45 am	Ar Holguin	Lv	10.00 am	4.35 pm

LOCAL TRAINS, SANTIAGO

San Luis, La Maya and Santiago Trains

Read Down		STATIONS	Read Up	
5	108		102	6
5.50 am		Lv San Luis	Ar	6.10 pm
5.53 "		Entronque San Luis		6.05 "
6.05 "		Dos Caminos		5.55 "
6.15 "		Moron (Santiago)		5.43 "
	2.45 pm	La Maya		9.10 am
	2.53 "	Socorro		9.05 "
	3.06 "	Songo		8.55 "
6.25 "	3.32 "	Cristo		8.32 "
6.30 "	3.41 "	Dos Bocas		8.25 "
6.33 "	3.44 "	San Vicente		8.22 "
6.40 "	3.51 "	Boniato		8.17 "
6.45 "	3.56 "	Cuabitas		8.15 "
7.00 am	4.10 pm	Ar Santiago	Lv	8.00 am

Palma Soriano-Santiago Trains

Read Down		STATIONS	Read Up	
	91		92	
	10.40 am	Lv Palma Soriano	Ar	4.00 pm
	10.50 "	Hatillo		3.49 "
	11.00 "	San Leandro		3.33 "
	11.15 "	San Luis		3.15 "
	11.20 "	Entronque San Luis		3.02 "
		<i>Connection for Guantanamo.</i>		
	11.30 "	Dos Caminos		2.50 "
	11.45 "	Moron (Santiago)		2.39 "
	11.50 "	Cristo		2.26 "
	11.55 "	Dos Bocas		2.22 "
	11.58 am	San Vicente		2.24 "
	12.05 pm	Boniato		2.18 "
	12.10 "	Cuabitas		2.14 "
	12.20 pm	Ar Santiago	Lv	2.00 pm

AREA AND POPULATION OF CUBA

(From Official Census, 1907)

YEAR	ENTIRE ISLAND	OFFICIAL CENSUS
1774.....		171,620
1792.....		272,300
1817.....		572,363
1827.....		704,487
1841.....		1 007,624
1861.....		1,396,530
1877.....		1,509,291
1887.....		1,631,687
1899.....		1,572,797
1907.....		2,048,980

AREA		POPULATION						
Rank	Square Miles	Provinces	1899	1907	Increase	Per Cent	Rank	
2d	10,500	Camagüey.....	88,234	116,269	30,035	6.8	6th	
6th	2,772	Havana.....	427,514	538,010	110,496	26.3	1st	
5th	3,700	Matanzas.....	202,444	239,812	37,378	11.7	5th	
1st	12,468	Oriente.....	327,715	455,086	127,371	22.2	3d	
4th	5,000	Pinar del Rio....	170,354	240,372	70,018	11.7	4th	
3d	9,560	Santa Clara.....	356,536	457,431	100,895	22.3	2d	

CITIES

1907

1	Havana.....	296,159
2	Santiago de Cuba.....	45,470
3	Matanzas.....	36,009
4	Cienfuegos.....	30,100
5	Camagüey.....	29,616
6	Cardenas.....	24,280
7	Sancti Spiritus.....	17,440
8	Santa Clara.....	16,702
9	Manzanillo.....	15,819
10	Guantanamo.....	14,559
11	Guanabacoa.....	14,368
12	Sagua la Grande.....	12,393
13	Trinidad.....	11,197
14	Pinar del Rio.....	10,634
15	Marianao.....	9,332
16	Jovellanos.....	9,246
17	San Antonio de los Banos.....	9,125
18	Caibarien.....	8,333
19	Guines.....	8,053
20	Holguin.....	7,592
21	Placetas.....	6,184

TEMPERATURE AND RAINFALL

The following figures on temperature and rainfall are official, being based on U. S. Weather Bureau observations, as indicated by the letter quoted, in its entirety, as follows:

U. S. DEPARTMENT OF AGRICULTURE.

Weather Bureau, Office of the Observer, Puerto Principe.

Camagüey, Cuba, October 3, 1904.

Service in West Indies and on Adjacent Coasts

To Whom It May Concern:

This station was opened and first observation taken June 24, 1899. Continuous records were kept from that date until January 28, 1902, when the office was closed. During the succeeding years records have been kept only during the summer months of July, August, September and October. Thus, the following data summarize the record for six years for the above-mentioned months, and for three years for the remaining eight months of the year.

Extreme maximum temperature recorded, 98 degrees, August 24, 1899.
Extreme minimum temperature recorded, 47 degrees, January 27, 1901.

The temperature has been above 95 degrees, during the past six years' record, only on the following dates, for each month:

June 1, 1901.	96 degrees.
September 1, 1900	96 degrees.
July 30, 1899	97 degrees.
August 24, 1899.	98 degrees.

The mean temperature for the four hottest months of the year is as follows:

June, average temperature, 3 years.	80 degrees.
July, average temperature, 6 years.	80 degrees.
August, average temperature, 6 years.	81 degrees.
September, average temperature, 6 years.	80 degrees.

TEMPERATURE AND RAINFALL

The following are the only five dates recorded on which the wind reached a velocity of more than 35 miles per hour, during each month:

July 20, 1900	36 miles, from the east.
September 13, 1901.....	36 miles, from the east.
August 2, 1902.....	44 miles, from the southwest.
July 30, 1903	36 miles, from the east.
August 4, 1904.....	39 miles, from the east.

There is no record of a severe storm, or hurricane, ever having occurred at this station.

The heaviest precipitation recorded during 24 hours was 4.47 inches, August 22, 1902.

The station is 352 feet above sea-level. Temperature readings are Fahrenheit standard. Wind velocities, Robinson cup anemometer, uncorrected.

I certify that the above are, to the best of my knowledge and belief, the accurate records of this station.

(Signed) A. L. BROCKWAY,
Official in Charge, U. S. Weather Bureau,
Puerto Principe, Cuba.

NOTE—The name “Puerto Principe” has since been changed to Camagüey.

Compare the following statement with the preceding letter:

U. S. DEPARTMENT OF AGRICULTURE.

Weather Bureau, North Central Forecast District, L. R. 1214—1904. DAS.
Auditorium Tower.

Chicago, Ill.; October 29, 1904.

Statement of the extreme and minimum temperatures on record since the establishment of the respective stations:

Station	Maximum	Minimum
Los Angeles, Cal.	109	28.
Mobile, Ala.	102	-1.
Jacksonville, Fla.	104	10.
Pensacola, Fla.	103	7.
New Orleans, La.	102	7.
Chicago, Ill.	103	-23.
San Francisco, Cal.	100	29.
St. Louis, Mo.	107	-22.
Minneapolis, Minn.	104	-41.
Seattle, Wash.	93	3.
Tacoma, Wash.	92	-2.
New York, N. Y.	100	-3.
Boston, Mass.	102	-13.

(Signed) H. J. Cox,
Professor of Meteorology.

SOME LITTLE-KNOWN FACTS ABOUT CUBA

Cuba is one of the two most healthful countries in the world. The mortality of the Island per thousand inhabitants, during the year 1909, was 12.6, which was lower than that of any other country except Australia, where the death rate was the same. That of the United States of America was 16.2 per thousand.

In the fiscal year 1908-1909 the trade of Cuba amounted to \$204,355,000, of which the exports amounted to \$117,564,000, and the balance in favor of the Republic was \$30,773,000.

The trade of Cuba *per capita* is greater than that of any country in North or South America except the Argentine Republic, as will be seen by the following table:

Country	Population	Commerce, 1908-9	Per Capita
Argentine.....	6,500,000	\$700,000,000	\$108.00
Cuba	2,000,000	204,000,000	100.00
Canada	6,600,000	642,900,000	97.00
Chile.....	3,200,000	207,000,000	65.00
United States of America....	90,000,000	2,950,000,000	33.00
Brazil.....	20,500,000	488,000,000	23.00
Mexico.....	13,600,000	232,000,000	17.00

Cuba's last sugar crop exceeded 1,700,000 tons. The estimated value of the crop is \$90,000,000.

Cuba has only 1,800,000 acres (a small fraction of her tillable soil) under cultivation in sugar, tobacco and everything.

During the year ended 30th June, 1909, Cuba purchased:

Beans to the value of.....	\$ 978,773
\$343,922 of which came from Germany.	
Butter to the value of.....	274,819
Coffee to the value of.....	2,648,665
\$584,340 of which came by way of the United States.	
Condensed milk to the value of.....	1,176,043
Corn to the value of.....	1,479,210
\$80,599 of which came from the Argentine Republic.	
Eggs to the value of.....	668,488
Lard to the value of.....	4,857,860
Potatoes to the value of.....	1,058,382
\$589,477 of which came from Canada.	
Salt pork to the value of.....	1,143,383
Total.....	\$14,285,623

SOME LITTLE - KNOWN FACTS ABOUT CUBA

All these things are imported, notwithstanding that Cuba has an abundance of cheap food for hogs, luxuriant grass for cattle, good water everywhere and a climate suited to both, and notwithstanding that two crops of corn, and in some parts three, can be grown in a year; that coffee is a paying crop in the hilly sections; that beans give two crops a year; that potatoes may be grown profitably, and that poultry may be raised in unlimited quantity at practically no cost. All these things and many others have been neglected in Cuba, partly because of the lack of means of transportation, partly because of not knowing how, but mainly because the production of sugar and tobacco at the old-time high prices commanded every atom of available labor and made it more advantageous to import food stuffs than to grow them at home, and, therefore, nothing like general farming has ever prevailed in the island and few people have followed the changed conditions of recent years. No other country offers such opportunities for general farming to those who know how and who have a moderate capital to start with.

F. ROSADO

Traffic Agent

THE CUBA RAILROAD COMPANY

CAMAGÜEY - - - CUBA



Tobacco Field Near Baire

RECOMMENDATIONS

Don't buy land in Cuba without seeing it. There are occasional rocky or barren spots, even in the best districts, and the sale of such by unprincipled speculators has caused much trouble and hardship.

Make sure that the land shown you is the very same land that is represented in the title papers.

Don't buy land without making sure of the title. Get the opinion of a reputable lawyer. There are many such lawyers in Cuba.

Make sure that the land you buy is within reach of markets.

The Cubans are quite as honest as other people, but dishonest individuals are not unknown, and there are occasional foreigners in Cuba who would be glad to get your money for nothing.

COL. J. M. GALDÓS

Land Commissioner of The Cuba Company

AT CAMAGÜEY

Will give you trustworthy information concerning land in Eastern Cuba. This will cost you nothing and he will not try to sell you anything.

MR. F. ROSADO

Traffic Agent of The Cuba Railroad Company

AT CAMAGÜEY

Will be pleased to give you information bearing upon any proposed business developments in the vicinity of the Company's lines.

MR. PAUL KARUTZ

Industrial Agent of The Cuba Railroad Company

AT CAMAGÜEY

Will give you any needed advice concerning agricultural matters and help you to get nursery stock and the seeds best adapted to the country.

HOTEL AT ANTILLA (NIPE BAY)



ANTILLA HOTEL

The New Antilla Hotel, owned and operated by The Cuba Railroad Co., has just been opened and is a thoroughly up-to-date hotel of fire-proof construction, admirably suited to the requirements of the country.

It is fitted throughout with fresh and salt water baths, and is provided with an excellent cuisine. There is accommodation for 70 guests.

OWNED AND OPERATED BY
CUBA RAILROAD COMPANY

HOTELS AT SANTIAGO DE CUBA

The **Casa Grande**—European; rates, \$1.50 to \$6.00.
Will accommodate 75 guests.

OTHER HOTELS

Venus—European and American; rates, \$1.00 to \$3.00
and \$4.00, respectively. Capacity, 60.

Luz—American; rates, \$3.50 to \$4.00. Capacity, 75.

Guests at the Camagüey (at Camagüey) who may wish to secure hotel accommodations at Santiago de Cuba or Antilla are informed that the Traffic Agent of The Cuba Railroad will be pleased, upon request, to arrange for such reservations.

The Agent of The Cuba Railroad at Antilla will also, upon request, reserve accommodations at Camagüey or Santiago de Cuba for passengers arriving at Antilla.

PUBLIC CARRIAGE FARES

Camagüey—Within city limits, one or two persons, 20 cents; three, 30 cents. To LA CARIDAD, CASINO CAMPESTRE, VIGIA (up to Mendez Bridge) and PUEYO, one or two persons, 30 cents; three, 40 cents. Hour's drive, one or two persons, \$1.00; for three, \$1.50.

Santiago—Within city limits, one person, 20 cents; two, 30 cents; three, 40 cents; four, 50 cents. Hour's drive, one or more, *on working days*, \$1.00; *on holidays*, first hour, \$1.50; for each succeeding hour, \$1.00.

Sancti Spiritus—Within city limits, one or two persons, 20 cents; three, 30 cents; four, 40 cents. To or from railroad station, one or two, three and four persons, 40 cents, 50 cents and 60 cents, respectively. Hour's drive, one or two, \$1.50; three, \$2.00; four, \$2.40.

All rates indicated are in force from 6.00 a. m. to 11.00 p. m. From 11.00 p. m. to 6.00 a. m. the rates are doubled. Payable in Camagüey and Spiritus in Spanish silver; at Santiago, in United States currency.

THE ROYAL MAIL STEAM PACKET COMPANY

NEW YORK AND CUBA



Weekly service to Antilla (Nipe Bay) by large and fast passenger steamers with superior accommodations for about 200 first and 50 second cabin passengers.

Excellent cuisine. Orchestra. Wireless telegraphy.

Schedule of Through Fares from New York or Vice Versa

PASSENGER RATES

New York to	1st Class Steamer and Rail	2d Class Steamer and 1st Class Rail	New York to	1st Class Steamer and Rail	2d Class Steamer and 1st Class Rail
Antilla	\$42.50	\$30.00	Holguin.....	\$45.00	\$30.00
Alto Cedro.....	45.00	30.00	Ignacio.....	45.00	30.00
Bartle.....	45.00	30.00	Jatibonico.....	49.67	34.67
Bayate.....	45.00	30.00	Las Tunas.....	45.00	30.00
Boniato.....	45.00	30.00	La Maya.....	45.00	30.00
Cabaiguan.....	50.78	35.78	Majagua.....	49.15	34.15
Cacocum.....	45.00	30.00	Manajanabo.....	52.20	37.20
Camagüey	45.00	30.00	Marti.....	45.00	30.00
Cespedes.....	46.57	31.57	Moron.....	45.00	30.00
Ciego de Avila... 48.47	33.47	30.00	Omaja.....	45.00	30.00
Cristo.....	45.00	30.00	Palmarito.....	45.00	30.00
Cueto.....	45.00	30.00	Palo Seco.....	45.00	30.00
Dos Caminos... 45.00	30.00	30.00	Paso Estancia... 45.00	30.00	30.00
Dumois.....	45.00	30.00	Placetas del Sur 51.68	36.68	30.00
Ent. San Luis... 45.00	30.00	30.00	San Luis.....	45.00	30.00
Falcon.....	52.01	37.01	San Nicolas.....	45.00	30.00
Florida.....	46.32	31.32	Santa Clara.... 52.66	37.66	30.00
Gaspar.....	47.39	32.79	Sancti Spiritus.. 50.65	35.65	30.00
Guayos.....	50.65	35.65	Santiago	45.00	30.00
Hatuey.....	45.00	30.00	Tuinucu.....	50.45	35.45
Havana	55.00	40.00	Zaza del Medio.. 50.32	35.32	30.00

THE ROYAL MAIL STEAM PACKET COMPANY

NEW YORK, CUBA, JAMAICA, PANAMA, ETC.

Fastest route to Santiago and eastern end of Cuba. Through tickets issued from New York to points on Cuba Railroad and Havana.

	First Class	Second Class
Antilla.....	\$42.50	\$30.00
Santiago or Camaguey.....	45.00	30.00
Havana.....	55.00	40.00
Havana, with side trip to Santiago.....	58.50	43.50

Fortnightly service leaving New York every alternate Saturday, from Pier 42, North River, near foot of Christopher Street.

R. M. S. P. "Tagus"
R. M. S. P. "Thames"

R. M. S. P. "Clyde"
R. M. S. P. "Magdalena"

R. M. S. P. "Oruba"

Southbound

New York	Leave noon	Saturday.
Antilla (Cuba) Arr.	A. M.	Wednesday 4th day
Kingston (Jamaica)	"	Friday 6th "
Colon (Panama)	" "	Sunday 8th "
" "	Leave	Wednesday 11th "
Cartagena (Colombia) Arr.	"	Thursday 12th "
Puerto Colombia (")	"	Friday 13th "
Trinidad	"	Monday 16th "
Barbados	"	Tuesday 17th "
St. Michaels (Azores)	"	Wednesday 25th "
Cherbourg	"	Sunday 29th "
Southampton	"	Monday 30th "

Northbound

Southampton	Leave	Wednesday
Cherbourg	"	Wednesday
St. Michaels (Azores)	"	Sunday 4th day
Barbados	"	Monday 12th "
Trinidad	"	Tuesday 13th "
Puerto Colombia	"	"
(Colombia)	"	Friday 16th "
Cartagena	"	Saturday 17th "
Colon (Panama) Arrive	"	Sunday 18th "
" "	Leave	Monday 19th "
Kingston (Jamaica) Arrive	"	Wednesday 21st "
" "	Leave	Thursday 22d "
Antilla (Cuba) Leave P. M.	"	Friday 23d "
New York	Arrive	Tuesday 27th "

Fares, First Class

	New York	Bermuda	Antilla	Jamaica	Colon	Cartagena	P. Colombia	
New York	}	\$25.00 and up	\$42.50	\$45.00	\$75.00	\$80.00	\$80.00
Antilla	\$42.50	25.00	.....	15.00	40.00	50.00	50.00
				Cherbourg Southampton				
New York	\$85.00	\$90.00	}	\$175.00 200.00				
Antilla	60.00	65.00	}	150.00 175.00				

THE ROYAL MAIL STEAM PACKET COMPANY

NEW YORK BERMUDA CUBA

Fortnightly service from New York to Antilla (Nipe Bay), Cuba, via Bermuda, by R. M. S. P. "Trent."

Southbound

Leave New York 10 a. m. every alternate Saturday
 Arrive Bermuda Monday
 Arrive Antilla (Nipe Bay), Cuba, A. M. Thursday

Northbound

Leave Antilla (Nipe Bay) Friday
 Arrive Bermuda Monday
 Arrive New York Wednesday

Fares

		First Class
	Single	Round Trip
Between New York and Bermuda	\$25.00 and up	\$30.00 or \$40.00 and up, according to season and location of cabin.
Between New York and Antilla, privilege of stop-over in Bermuda	42.50	80.75
Between Bermuda and Antilla	25.00	50.00

For fares between New York and other points in Cuba, see preceding pages.

CUBA — JAMAICA

A weekly service will be maintained between Cuba and Jamaica by the R. M. S. P. Co.'s regular West Indian steamers, 6,000 tons, leaving Antilla for Kingston every fortnight, and the steamship "Jamaica," of the company's Elder Dempster service on intervening weeks.

Fares

Antilla to or from Kingston	} First Class, \$15.00 } Second " 11.00 } Deck
Santiago to or from Kingston, direct	
Santiago to or from Kingston, via Antilla	

FOR FURTHER INFORMATION, PLANS OF STEAMERS, ETC.,
 APPLY

SANDERSON & SON

General Agents, U. S. and Canada,
 22 State St., New York 149 La Salle St., Chicago

CUBA RAILROAD COMPANY

Camagüey, Cuba,
 or all stations on Cuba Railroad System

THE ROYAL MAIL STEAM PACKET COMPANY

Antilla, Kingston, Colon,
 Cuba, Jamaica, Panama

DUSSAQ & CO., Havana, Cuba BROOKS & CO., Santiago, Cuba

THE ROYAL MAIL STEAM PACKET COMPANY

Head Office, 18 Moorgate St., London, E. C.

THE NEW YORK AND CUBA MAIL STEAMSHIP COMPANY

(WARD LINE)

Sells through tickets New York to Havana, via Santiago, or New York to Santiago, via Havana; also to all destinations in Cuba. The through rate is \$55.00 (including trip from New York to Cuba and over The Cuba Railroad from Santiago to Havana or vice versa). The offices of the Ward Line in New York are at Pier 14, East River (foot of Pine Street).

The agents of the Ward Line in Santiago and Havana also sell through tickets to New York, from Santiago via Havana or from Havana via Santiago.

For further information regarding fares, tickets, etc., please address F. ROSADO, Traffic Agent, The Cuba Railroad Company, Camagüey, Cuba.

Ask Mr. Foster

At Havana, corner Prado and Central Park
At Camagüey - - - Hotel Camagüey

Mr. Foster represents The Cuba Railroad Company in Cuba, as well as in the United States, and will, on request, make hotel and sleeping car reservations and furnish any information the tourist or homeseeker may desire. In his offices are thousands of time schedules and folders of railway and steamship lines, descriptive booklets of resorts and hotels, guide books and maps, all carefully arranged so as to be easily examined.

In Cuba, Mr. Foster will not only furnish desired information about time schedules, hotels, etc., on the line of The Cuba Railroad, but will sell railway and sleeping car tickets, etc.

No fees asked or in any case accepted.

Mr. Foster has offices in the United States at

PHILADELPHIA—12th and Chestnut Streets

ATLANTIC CITY—Boardwalk

WASHINGTON, D. C.—14th Street, near Pennsylvania Avenue

JACKSONVILLE—204 West Bay Street

ST. AUGUSTINE—Cordova Corner

PALM BEACH—Facing Hotel "Royal Poinciana"

MIAMI—Halcyon Hall

Where he will gladly furnish information relative to Cuba and The Cuba Railroad.

CUBA — JAMAICA

The Royal Mail Steam Packet Company provides a regular fortnightly service, each way, between Antilla, Cuba, and Kingston, Jamaica, with its West India steamers of 6,000 tons.

On intervening weeks the company provides connections between the two islands by the steamship "Jamaica," of the company's Elder-Dempster service, sailing between Santiago and Kingston.

The Hamburg-American Line provides a fortnightly service, each way, between Santiago and Kingston by the steamships "Alleghany" and "Altai," of 3,000 tons.

This service, added to that provided by the Royal Mail Steam Packet Company, is infinitely superior to anything which has been provided in the past, and makes communication between the two islands both easy and pleasant and should do much to develop their trade.

For further information apply to

F. ROSADO, Traffic Agent
The Cuba Railroad Company
CAMAGÜEY, CUBA

The Royal Mail Steam Packet Company
SANDERSON & SONS, Agents
22 State Street
NEW YORK CITY

Hamburg - American Line
45 Broadway
NEW YORK CITY

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